

**2002**

**Virginia Department of Transportation**

**Daily Traffic Volume Estimates**

**Including Vehicle Classification Estimates**

where available

**Jurisdiction Report**

**19**

Charlotte County  
Town of Charlotte C.H.  
Town of Drakes Branch  
Town of Keysville  
Town of Phenix

Prepared By

**Virginia Department of Transportation**

**Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation**

**Federal Highway Administration**

Virginia Department of Transportation  
Mobility Management Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

## Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

### QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

### QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**Peak Hour:** The estimate of the traffic volume for the 30<sup>th</sup> highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.





**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source





**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

## Route Shield Legend

### Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

### Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wye - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
Mobility Management Division  
2002  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Charlotte Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Charlotte County																
15	7.39	2000	G	From	Mecklenburg County Line					F	0.078	F	0.532	2000	G	2002
				To												
15	3.24	2200	G	From	SR 92 Barnes Junction					F	0.085	F	0.514	2200	G	2002
				To												
15	3.88	6700	G	From	US 360 Near Wyliesburg					F	0.077	F	0.509	6600	G	2002
				To												
15	6.60	6200	G	From	SR 47 Krafton Gate					F	0.07	F	0.534	6200	G	2002
				To												
15	3.36	6100	G	From	BUS US 15 South of Keysville					F	0.073	F	0.504	6000	G	2002
				To												
15	2.04	5500	G	From	SR 40 Keysville					F	0.074	F	0.525	5400	G	2002
				To												
15	1.65	3500	G	From	US 360, BUS US 15 North of Keysville					F	0.087	F	0.586	3500	G	2002
				To	Functional Class Change											
Bus 15	2.93	1500	G	From	Prince Edward County Line					F	0.105	F	0.565	1500	G	2002
				To	US 15 S of Keysville											
Bus 15				From						F	0.105	F	0.565	1500	G	2002
				To	CL Keysville											
Town of Keysville																
Bus 15	0.73	1500	N	From	CL Keysville					N	0.105	N	0.565	1500	N	2002
				To												
Bus 15	0.56	5700	G	From	S SR 40					F	0.081	F	0.508	5700	G	2002
				To												
Bus 15	0.37	4500	G	From	N SR 40					F	0.093	F	0.521	4500	G	2002
				To												
Bus 15				From						F	0.093	N	0.521	4500	N	2002
				To	CL Keysville											
Charlotte County																
Bus 15	1.34	4500	N	From	CL Keysville					N	0.093	N	0.521	4500	N	2002
				To												
40	6.74	1400	G	From	Campbell County Line					F	0.082	F	0.513	1400	G	2002
				To												
Town of Phenix																
40	0.97	1400	N	From	WCL Phenix					N	0.082	N	0.513	1400	N	2002
				To												
40	0.62	2100	G	From	19-727					F	0.085	F	0.561	2100	G	2002
				To												
40				From	ECL Phenix					N	0.085	N	0.561	2100	N	2002
				To												
Charlotte County																
40	0.78	2100	N	From	ECL Phenix					N	0.085	N	0.561	2100	N	2002
				To												
40	4.38	2100	G	From	19-746 East of Phenix					F	0.076	F	0.655	2100	G	2002
				To												
40				From	WCL Charlotte C.H.					N	0.076	N	0.655	2100	N	2002
				To												
Town of Charlotte C.H.																
40	0.98	2100	N	From	WCL Charlotte C.H.					N	0.076	N	0.655	2100	N	2002
				To												
40	0.10	4200	G	From	W SR 47					F	0.087	F	0.522	4200	G	2002
				To												
40	0.94	2100	G	From	E SR 47					F	0.081	F	0.593	2100	G	2002
				To												
40				From	ECL Charlotte C.H.					F	0.081	F	0.593	2100	G	2002
				To												

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						2Axle	3+Axle	1Trail	2Trail							
Charlotte County																
40	7.58	2100	N	From	ECL Charlotte C.H.				N	0.081	N	0.593	2100	N	2002	
				To	WCL Keysville											
Town of Keysville																
40	0.54	2100	N	From	WCL Keysville				N	0.081	N	0.593	2100	N	2002	
				To	W US 15 Bus											
40 Bus 15	0.56	5700	G	From	W US 15 Bus				F	0.081	F	0.508	5700	G	2002	
				To	E US 15 BUS											
40	0.40	3000	G	From	E US 15 BUS				F	0.081	F	0.514	3000	G	2002	
				To	ECL Keysville											
Charlotte County																
40	0.85	3000	N	From	ECL Keysville				N	0.081	N	0.514	3000	N	2002	
				To	Lunenburg County Line											
47	2.70	1700	G	From	Mecklenburg County Line				F	0.082	F	0.563	1700	G	2002	
				To	US 15-360 Krafton Gate											
47	6.55	2300	G	From	US 15-360 Krafton Gate				F	0.101	F	0.641	2200	G	2002	
				To	SCL Drakes Branch											
Town of Drakes Branch																
47	2.09	2300	N	From	SCL Drakes Branch				N	0.101	N	0.641	2200	N	2002	
				To	SR 59											
47	0.25	2300	G	From	SR 59				F	0.089	F	0.503	2300	G	2002	
				To	NCL Drakes Branch											
Charlotte County																
47	3.03	2300	N	From	NCL Drakes Branch				N	0.089	N	0.503	2300	N	2002	
				To	SCL Charlotte C.H.											
Town of Charlotte C.H.																
47	0.99	2300	N	From	SCL Charlotte C.H.				N	0.089	N	0.503	2300	N	2002	
				To	S SR 40											
47 40	0.10	4200	G	From	S SR 40				F	0.087	F	0.522	4200	G	2002	
				To	N SR 40											
47	0.98	1400	G	From	N SR 40				F	0.079	F	0.705	1400	G	2002	
				To	NCL Charlotte C.H.											
Charlotte County																
47	3.47	1400	N	From	NCL Charlotte C.H.				N	0.079	N	0.705	1400	N	2002	
				To	19-660											
47	7.02	1300	G	From	19-660				F	0.095	F	0.585	1300	G	2002	
				To	19-649 Madisonville											
47	2.82	1500	G	From	19-649 Madisonville				F	0.085	F	0.641	1500	G	2002	
				To	Prince Edward County Line											
47	1.59	1700	G	From	Charlotte County Line				F	0.084	F	0.625	1700	G	2002	
				To	Appomattox County Line											
Town of Drakes Branch																
59	0.55	1200	G	From	SR 47 North of Drakes Branch				F	0.085	F	0.519	1200	G	2002	
				To	NCL Drakes Branch											
Charlotte County																
59	6.77	1200	N	From	NCL Drakes Branch				N	0.085	N	0.519	1200	N	2002	
				To	WCL Kevsville											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Keyville																
59	0.58	1200	N	From:	WCL Keyville				0%	N	0.085	N	0.519	1200	N	2002
				To:	SR 40 Keyville											
Charlotte County																
92	2.11	2200	G	From:	Mecklenburg County Line				0%	F	0.091	F	0.592	2200	G	2002
				To:	US 15 Barnes Junction											
92	3.80	2000	G	From:	US 15 Barnes Junction				0%	F	0.088	F	0.507	2000	G	2002
				To:	US 360											
92	0.70	500	G	From:	US 360				0%	F	0.116	F	0.679	490	G	2002
				To:	Halifax County Line											
360	1.73	5900	G	From:	Halifax County Line				1%	F	0.081	F	0.533	5700	G	2002
				To:	SR 92											
360	4.64	4400	G	From:	SR 92				1%	F	0.08	F	0.506	4300	G	2002
				To:	W US 15											
360 15	3.88	6700	G	From:	W US 15				1%	F	0.077	F	0.509	6600	G	2002
				To:	SR 47 Krafton Gate											
360 15	6.60	6200	G	From:	SR 47 Krafton Gate				1%	F	0.07	F	0.534	6200	G	2002
				To:	S US 15 BUS											
360 15	3.36	6100	G	From:	S US 15 BUS				2%	F	0.073	F	0.504	6000	G	2002
				To:	SR 40 Keyville											
360 15	2.04	5500	G	From:	SR 40 Keyville				2%	F	0.074	F	0.525	5400	G	2002
				To:	E US 15											
360	1.75	6000	G	From:	E US 15				1%	F	0.070	F	0.501	5800	G	2002
				To:	Prince Edward County Line											
Bus 360 Bus 15	2.93	1500	G	From:	US 15 S OF KEYSVILLE				0%	F	0.105	F	0.565	1500	G	2002
				To:	CL Keyville											
Town of Keyville																
Bus 360 Bus 15	0.73	1500	N	From:	CL Keyville				0%	N	0.105	N	0.565	1500	N	2002
				To:	S SR 40											
Bus 360 Bus 15	0.56	5700	G	From:	S SR 40				0%	F	0.081	F	0.508	5700	G	2002
				To:	N SR 40											
Bus 360 Bus 15	0.37	4500	G	From:	N SR 40				0%	F	0.093	F	0.521	4500	G	2002
				To:	CL Keyville											
Charlotte County																
Bus 360 Bus 15	1.34	4500	N	From:	CL Keyville				0%	N	0.093	N	0.521	4500	N	2002
				To:	US 15 N OF KEYSVILLE											
600	0.60	40	R	From:	Mecklenburg County Line						NA		NA		07/17/2000	
				To:	19-602											
601	0.70	120	R	From:	19-631						NA		NA		1997	
				To:	SR 92											
601	0.20	350	R	From:	SR 92						NA		NA		1997	
				To:	19-602											
601	0.70	380	R	From:	19-602						NA		NA		1997	
				To:	US 15											
602	0.10	130	R	From:	19-609; 19-686						NA		NA		07/17/2000	
				To:	19-600											

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						2Axle	3+Axle	1Trail	2Trail							
<b>Charlotte County</b>																
From: 602	0.99	120	R			19-600					NA			NA		07/17/2000
To: 602						0.99 MW 19-600										
From: 602	0.91	50	R			19-601					NA			NA		07/17/2000
To: 602						19-607										
From: 603	0.50	170	R			19-684					NA			NA		1997
To: 603	1.50	90	R			19-744					NA			NA		11/01/2000
From: 603	0.60	60	R			Mecklenburg County Line					NA			NA		11/01/2000
To: 603						19-709										
From: 604	2.80	390	G			19-655					0.119	F	0.575	380	G	2002
To: 604	1.50	390	R			19-651					NA			NA		1997
From: 604	3.40	420	R			Prince Edward County Line, 73-671					NA			NA		1997
To: 604						19-608										
From: 605	1.59	200	R			19-632					NA			NA		03/28/2000
To: 605	0.10	460	R			US 15 SOUTH					NA			NA		03/28/2000
From: 605	1.06	220	R			US 15 NORTH					NA			NA		03/28/2000
To: 605	0.50	130	R			19-627					NA			NA		03/28/2000
From: 605	0.27	100	R			0.50 MS 19-627					NA			NA		03/28/2000
To: 605						Mecklenburg County Line										
From: 606	2.00	300	R			19-637					NA			NA		11/08/2000
To: 606	3.50	390	R			19-634					NA			NA		11/08/2000
From: 606	0.70	500	R			19-679					NA			NA		11/08/2000
To: 606	0.72	420	R			19-626					NA			NA		11/08/2000
From: 606						US 15										
To: 606						19-746										
From: 607	3.06	180	R			19-641					NA			NA		1997
To: 607	2.95	150	R			19-637					NA			NA		1997
From: 607	2.10	500	G	92%	1%	5%	1%	2%	0%	C	0.100	F	0.592	490	G	2002
To: 607	1.50	260	R			19-608					NA			NA		1997
From: 607	0.60	150	G	92%	1%	5%	1%	2%	0%	F	0.126	F	0.643	150	G	2002
To: 607	0.85	390	R			US 360					NA			NA		1997
From: 607						US 15										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Charlotte County</b>																
From: 607	0.70	420	R			US 15					NA			NA		1997
To: 607						19-609					NA			NA		1997
From: 607	1.70	150	R								NA			NA		1997
To: 607						19-635					NA			NA		1997
From: 607	1.50	120	R								NA			NA		1997
To: 607						Mecklenburg County Line										
From: 608	1.46	420	G	92%	1%	3%	2%	2%	0%	F	0.087	F	0.593	420	G	2002
To: 608						US 360										
From: 608	0.86	260	G	92%	1%	3%	2%	2%	0%	C	0.098	F	0.72	260	G	2002
To: 608						SR 92 WEST										
From: 608	2.12	860	G	92%	1%	3%	2%	2%	0%	F	0.079	F	0.54	860	G	2002
To: 608						SR 92 EAST										
From: 608	1.95	540	R			19-605					NA			NA		1997
To: 608						19-632					NA			NA		1997
From: 608	0.88	390	R								NA			NA		1997
To: 608						US 15 NORTH										
From: 608	0.25	70	R			US 15 SOUTH					NA			NA		03/21/2000
To: 608						Dead End										
From: 609	1.70	140	R			19-607					NA			NA		11/01/2000
To: 609						19-635					NA			NA		11/01/2000
From: 609	1.29	160	R								NA			NA		11/01/2000
To: 609						1.30 ME 19-635					NA			NA		11/01/2000
From: 609	0.31	250	R								NA			NA		11/01/2000
To: 609						Mecklenburg County Line										
From: 610	1.89	140	R			US 15					NA			NA		03/21/2000
To: 610						Mecklenburg County Line										
From: 611	1.10	560	G	93%	1%	2%	2%	3%	0%	C	0.097	F	0.544	550	G	2002
To: 611						19-634										
From: 611	1.80	320	R								NA			NA		1997
To: 611						19-625					NA			NA		1997
From: 611	1.20	470	R								NA			NA		1997
To: 611						19-607					NA			NA		1997
From: 611	3.35	120	R								NA			NA		1997
To: 611						19-608										
From: 612	2.20	470	G	94%	1%	3%	0%	1%	0%	F	0.107	F	0.588	470	G	2002
To: 612						19-746										
From: 612	0.69	540	G	94%	1%	3%	0%	1%	0%	C	0.127	F	0.556	530	G	2002
To: 612						19-641										
From: 612	1.10	440	R			19-637 NORTH					NA			NA		1997
To: 612						19-637 EAST										
From: 612	1.30	320	R								NA			NA		1997
To: 612						19-613					NA			NA		1997
From: 612	3.20	210	R								NA			NA		1997
To: 612						19-634										
From: 612						SR 47										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Charlotte County																	
613	2.20	270	R	From:	19-612						NA			NA		10/31/2000	
				To:	19-642												
613	2.70	410	R	From:	19-642						NA			NA		10/31/2000	
				To:	SR 47 NORTH												
613	4.50	220	R	From:	SR 47 SOUTH						NA			NA		10/31/2000	
				To:	19-623												
614	0.50	40	R	From:	SR 59						NA			NA		10/30/2000	
				To:	Dead End												
615	1.19	1200	G	From:	Campbell County Line					F	0.099	F	0.547	1100	G	2002	
				To:	19-727					C	0.097	F	0.598	860	G	2002	
615	0.39	870	G	From:	96%	0%	2%	0%	2%	0%	F	0.096	F	0.579	820	G	2002
				To:	19-672					F	0.096	F	0.579	820	G	2002	
615	0.31	820	G	From:	96%	0%	2%	0%	2%	0%	F	0.096	F	0.528	650	G	2002
				To:	19-663					F	0.096	F	0.528	650	G	2002	
615	1.25	660	G	From:	96%	0%	2%	0%	2%	0%	F	0.096	F	0.528	650	G	2002
				To:	19-701						NA			NA		1997	
615	2.99	330	R	From:	19-664												
615	2.13	360	R	From:	19-664						NA			NA		1997	
				To:	SR 47												
616	1.68	140	R	From:	Campbell County Line						NA			NA		03/27/2000	
				To:	19-672 SOUTH												
616	1.00	130	R	From:	19-672 NORTH						NA			NA		03/27/2000	
				To:	1.00 ME 19-672												
616	2.97	70	R	From:	1.00 ME 19-672						NA			NA		03/06/2000	
				To:	19-727												
617	1.30	200	R	From:	19-672						NA			NA		1997	
				To:	19-762												
617	1.70	260	R	From:	19-762						NA			NA		1997	
				To:	19-695												
617	1.60	230	G	From:	91%	0%	0%	0%	8%	0%	C	0.105	F	0.5	230	G	2002
				To:	SR 40						NA			NA		1997	
617	0.60	250	R	From:	SR 40												
617	2.50	320	R	From:	19-675						NA			NA		1997	
				To:	19-619												
618	0.90	220	R	From:	Campbell County Line						NA			NA		03/06/2000	
				To:	SR 40												
619	3.50	270	R	From:	Campbell County Line						NA			NA		1997	
				To:	19-620												
619	3.00	230	R	From:	19-620						NA			NA		1997	
				To:	19-649												
619	0.50	390	R	From:	19-649						NA			NA		1997	
				To:	19-678												
619	2.58	250	R	From:	19-678						NA			NA		1997	
				To:	19-617												

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Charlotte County																	
(619)	2.29	190	R	From:	19-617						NA			NA		1997	
(619)	0.10	60	R	To: From:	19-649						NA			NA		1997	
(619)	1.30	80	R	To: From:	19-648						NA			NA		1997	
(619)	1.50	100	R	To: From:	19-647						NA			NA		10/11/2000	
(619)	2.55	70	R	To: From:	19-746						NA			NA		10/11/2000	
(619)	3.00	80	R	To: From:	19-645						NA			NA		10/11/2000	
				To:	19-637 WEST												
Town of Drakes Branch																	
(619)	0.41	230	G	From:	97%	1%	1%	1%	0%	0%	F	0.117	F	0.56	230	G	2002
(619)	0.56	480	G	To: From:	97%	1%	1%	1%	0%	0%	C	0.096	F	0.771	480	G	2002
				To:	SR 47												
Charlotte County																	
(620)	2.80	20	R	From:	19-619						NA			NA		08/28/2000	
				To:	Halifax County Line; Dead End												
(621)	1.68	30	R	From:	Dead End						NA			NA		03/08/2000	
				To:	19-672												
(622)	1.10	130	R	From:	US 15 SOUTH						NA			NA		1997	
(622)	1.02	220	R	To: From:	19-639						NA			NA		1997	
(622)	1.10	670	G	To: From:	US 15 N; US15 BUS; Gap Terminus US 15 Bus; Gap Terminus					C	0.097	F	0.543	670	G	2002	
				To:	Lunenburg County Line												
Town of Drakes Branch																	
(623)	1.07	1200	G	From:	94%	1%	2%	1%	3%	0%	C	0.152	F	0.79	1200	G	2002
				To:	ECL DRAKES BRANCH												
Charlotte County																	
(623)	1.67	460	G	From:	94%	1%	2%	1%	3%	0%	F	0.096	F	0.552	460	G	2002
(623)	3.00	370	R	To: From:	19-692						NA			NA		1997	
(623)	1.00	370	R	To: From:	19-639						NA			NA		1997	
(623)	0.70	540	R	To: From:	19-613						NA			NA		1997	
(623)	1.40	250	R	To: From:	US 15						NA			NA		1997	
				To:	Lunenburg County Line												
(624)	1.00	230	R	From:	SR 92; 19-631						NA			NA		1997	
				To:	US 15												
(625)	2.30	110	R	From:	19-637						NA			NA		1997	
				To:	19-611												

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						2Axle	3+Axle	1Trail	2Trail							
Charlotte County																
626	0.70	250	R	From:	US 15						NA			NA		1997
				To:	19-606											
626	0.50	110	R	From:							NA			NA		1997
				To:	0.50 MN 19-606											
626	0.70	20	R	From:							NA			NA		11/01/2000
				To:	Dead End											
627	1.30	190	R	From:	Dead End						NA			NA		1997
				To:	US 15 NORTH											
627	1.90	420	R	From:	US 15 SOUTH						NA			NA		1997
				To:	19-605											
628	0.50	480	R	From:	SR 40						NA			NA		1997
				To:	Lunenburg County Line											
629	1.30	380	R	From:	Lunenburg County Line						NA			NA		1997
				To:	US 15 BUS SOUTH											
629	0.46	320	R	From:	US 15 BUS MID						NA			NA		1997
				To:	SCL Keysville											
Town of Keysville																
629	0.24	320	N	From:	SCL Keysville						NA			0	N	1997
				To:	US 15 BUS NORTH											
Charlotte County																
630	1.78	390	R	From:	US 15						NA			NA		1997
				To:	Lunenburg County Line											
631	1.00	140	R	From:	19-601						NA			NA		07/17/2000
				To:	US 15 SOUTH											
631	1.00	590	R	From:	US 15 NORTH						NA			NA		07/17/2000
				To:	SR 92; 19-624											
631	1.80	370	R	From:							NA			NA		07/17/2000
				To:	US 360											
631	0.30	250	R	From:	19-607						NA			NA		07/17/2000
				To:	19-605											
632	1.60	270	R	From:	19-605						NA			NA		03/28/2000
				To:	19-608											
632	4.45	150	R	From:							NA			NA		03/28/2000
				To:	19-640											
633	1.70	90	R	From:	19-608 SOUTH						NA			NA		03/28/2000
				To:	19-702											
633	1.20	160	R	From:							NA			NA		03/28/2000
				To:	19-608 NORTH											
634	0.30	450	R	From:	19-611						NA			NA		03/21/2000
				To:	19-679											
634	2.80	300	R	From:							NA			NA		03/21/2000
				To:	19-606											
634	1.40	210	R	From:							NA			NA		03/21/2000
				To:	19-612											

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						2Axle	3+Axle	1Trail	2Trail							
Charlotte County																
635	0.60	30	R	From	19-609						NA			NA		11/01/2000
				To	19-607											
636	0.70	60	R	From	19-746						NA			NA		08/28/2000
				To	Dead End; Gap Terminus											
636	1.10	70	R	From							NA			NA		1997
				To	19-645											
637	2.99	430	G	95%	0%	2%	1%	2%	0%	F	0.097	F	0.55	420	G	2002
				From	19-612 SOUTH											
637	3.56	490	G	95%	0%	2%	1%	2%	0%	F	0.116	F	0.679	480	G	2002
				From	19-642 WEST											
637	2.66	850	G	95%	0%	2%	1%	2%	0%	C	0.111	F	0.55	840	G	2002
				From	19-619 WEST											
637	0.01	1200	G	95%	0%	2%	1%	2%	0%	F	0.099	F	0.641	1200	G	2002
				From	WCL Drakes Branch											
Town of Drakes Branch																
637	0.13	1200	N	95%	0%	2%	1%	2%	0%	N	0.099	N	0.641	1200	N	2002
				From	19-619 EAST											
637	0.36	900	R	From							NA			NA		1997
				To	19-1207											
637	0.38	1100	R	From							NA			NA		1997
				To	SR 47; SR 59											
Charlotte County																
638	0.10	60	R	From	Appomattox County Line						NA			NA		04/11/2000
				To	19-691											
638	1.70	46	R	From							NA			NA		04/06/2000
				To	06-628											
638	2.40	130	R	From							NA			NA		1997
				To	06-725; 19-725											
639	1.90	90	R	From	19-623						NA			NA		1997
				To	19-622											
640	1.15	80	R	From	Dead End						NA			NA		03/21/2000
				To	1.15 ME Dead End											
640	0.15	140	R	From							NA			NA		1997
				To	19-632											
640	0.71	230	R	From							NA			NA		1997
				To	US 15 NORTH											
640	0.20	140	R	From	US 15 SOUTH						NA			NA		1997
				To	Mecklenburg County Line											
641	3.72	170	R	From	19-607						NA			NA		1997
				To	19-612											
642	0.28	390	R	From	19-746						NA			NA		10/17/2000
				To	19-645											
642	2.60	250	R	From							NA			NA		10/17/2000
				To	19-643											

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						2Axle	3+Axle	1Trail	2Trail							
Charlotte County																
642	1.11	300	R	From	19-643						NA			NA		10/17/2000
				To	19-637 SOUTH											
642	2.00	190	R	From	19-637 NORTH						NA			NA		10/17/2000
				To	19-613											
643	1.70	100	R	From	19-746						NA			NA		11/08/2000
				To	1.70 ME 19-746											
643	0.57	70	R	From							NA			NA		11/08/2000
				To	19-642											
644	0.80	370	R	From	19-615						NA			NA		1997
				To	Campbell County Line											
644	0.50	300	R	From							NA			NA		1997
				To	Appomattox County Line											
645	1.10	180	R	From	19-642						NA			NA		10/17/2000
				To	1.10 MN 19-642											
645	0.63	200	R	From							NA			NA		10/17/2000
				To	1.73 MN 19-642											
645	1.35	220	R	From							NA			NA		10/17/2000
				To	19-619											
645	1.57	290	R	From							NA			NA		10/17/2000
				To	19-786											
645	0.30	510	R	From							NA			NA		10/17/2000
				To	WCL Charlotte C.H.											
Town of Charlotte C.H.																
645	0.25	510	R	From	WCL Charlotte C.H.						NA			NA		10/17/2000
				To	19-1106											
645	0.48	730	R	From							NA			NA		10/17/2000
				To	SR 40											
Charlotte County																
646	0.75	50	R	From	19-606						NA			NA		11/08/2000
				To	Dead End											
647	2.10	80	R	From	19-619						NA			NA		10/11/2000
				To	19-746											
648	3.29	50	R	From	19-746						NA			NA		08/28/2000
				To	3.29 MN 19-746											
648	2.29	30	R	From							NA			NA		08/28/2000
				To	19-619											
649	2.00	130	R	From	19-619						NA			NA		1997
				To	2.00 MS 19-619											
649	1.80	70	R	From							NA			NA		08/28/2000
				To	19-678 NORTH											
649	0.50	130	R	From	19-678 SOUTH						NA			NA		1997
				To												
649	0.62	120	R	From	19-678						NA			NA		08/28/2000
				To	0.62 ME 19-678											

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						2Axle	3+Axle	1Trail	2Trail								
Charlotte County																	
(649)	0.30	60	R	From:	0.62 ME 19-678						NA			NA		1997	
(649)	2.16	49	R	To: From:	0.92 ME 19-678						NA			NA		08/28/2000	
(649)	1.01	80	R	To: From:	3.09 ME 19-678						NA			NA		1997	
(649)	2.50	310	R	To: From:	19-619						NA			NA		1997	
(649)	2.50	390	G	From:	95%	0%	2%	0%	2%	0%	C	0.099	F	0.514	390	G	2002
(649)	3.00	520	R	To: From:	SR 40						NA			NA		1997	
(649)	1.57	310	R	To: From:	19-650						NA			NA		1997	
(649)	0.70	150	R	To: From:	SR 47 WEST SR 47 EAST						NA			NA		1997	
(649)	3.84	230	R	To: From:	19-689						NA			NA		1997	
(650)	2.74	80	R	To: From:	SR 47 NORTH												
(650)	2.74	80	R	From:	19-667						NA			NA		09/20/2000	
(650)	1.15	160	R	To: From:	19-649						NA			NA		09/20/2000	
(650)	3.58	170	R	To: From:	19-660						NA			NA		09/20/2000	
				To:	NCL CHARLOTTE CH												
Town of Charlotte C.H.																	
(650)	1.12	330	R	From:	NCL CHARLOTTE CH						NA			NA		09/20/2000	
				To:	SR 47												
Charlotte County																	
(651)	1.50	160	R	From:	19-604						NA			NA		1997	
				To:	19-654 NORTH												
(651)	1.70	46	R	From:	19-654 SOUTH						NA			NA		10/23/2000	
(651)	0.80	90	R	To: From:	19-653						NA			NA		1997	
(651)	1.40	210	R	To: From:	0.80 ME 19-653						NA			NA		1997	
(651)	0.56	220	G	To: From:	19-652 SOUTH 19-652 NORTH												
				To:	97%	0%	1%	1%	1%	0%	C	0.151	F	0.594	220	G	2002
				To:	US 15												
(652)	1.64	60	R	From:	19-654						NA			NA		10/23/2000	
(652)	0.66	100	R	To: From:	1.65 ME 19-654						NA			NA		1997	
(652)	2.20	320	R	To: From:	19-653						NA			NA		1997	
(652)	0.60	340	R	To: From:	19-651 SOUTH						NA			NA		1997	
				To:	Prince Edward County Line												

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						2Axle	3+Axle	1Trail	2Trail							
<b>Charlotte County</b>																
(653)	1.60	230	R	From	SR 40						NA			NA		10/24/2000
(653)	1.20	50	R	To	19-652						NA			NA		10/23/2000
				From	19-651											
(654)	2.23	340	R	From	SR 59						NA			NA		1997
				To	SR 40 EAST											
(654)	3.70	250	R	From	SR 40 WEST						NA			NA		1997
(654)	0.75	160	R	To	19-651 NORTH						NA			NA		1997
				From	19-749						NA			NA		1997
(654)	1.45	230	R	To	Prince Edward County Line											
(655)	1.88	150	R	From	19-604						NA			NA		10/23/2000
(655)	1.70	230	R	To	19-658						NA			NA		10/23/2000
				From	19-671											
(656)	2.50	60	R	From	SR 40						NA			NA		10/24/2000
				To	19-604											
(657)	0.80	90	R	From	19-649						NA			NA		09/20/2000
				To	Dead End											
(658)	4.41	250	R	From	19-709						NA			NA		10/23/2000
				To	19-655											
(659)	0.60	170	R	From	19-660						NA			NA		05/09/2000
				To	19-671											
(660)	1.55	240	R	From	19-650						NA			NA		1997
				To	SR 47 SOUTH											
(660)	3.10	350	R	From	SR 47 NORTH						NA			NA		1997
(660)	0.80	230	R	To	19-659						NA			NA		1997
				From	19-671											
(661)	5.12	170	R	From	SR 47						NA			NA		04/11/2000
				To	Prince Edward County Line; 73-671											
(662)	0.50	110	R	From	SR 47						NA			NA		04/06/2000
				To	19-691											
(663)	3.80	180	R	From	19-615						NA			NA		1997
				To	Appomattox County Line											
(664)	1.70	160	R	From	19-666						NA			NA		1997
				To	19-665						NA			NA		04/11/2000
(664)	1.30	80	R	From	19-615											
				To	19-615											

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						2Axle	3+Axle	1Trail	2Trail								
Charlotte County																	
665	3.47	290	R	From	19-727						NA			NA		04/11/2000	
				To	SR 47												
666	1.36	360	R	From	19-727						NA			NA		1997	
				To	19-721												
666	2.75	480	R	From	19-727						NA			NA		1997	
				To	SR 47												
667	3.17	80	R	From	19-727						NA			NA		1997	
				To	SR 40												
Town of Phenix																	
668	0.09	160	R	From	SR 40						NA			NA		1997	
				To	0.09 ME SR 40												
668	0.26	60	R	From	ECL PHENIX						NA			NA		03/13/2000	
				To	ECL PHENIX												
Charlotte County																	
668	1.95	50	R	From	ECL PHENIX						NA			NA		03/13/2000	
				To	19-667												
669	0.50	60	R	From	Dead End						NA			NA		03/13/2000	
				To	19-706												
669	0.30	80	R	From	SR 40						NA			NA		03/13/2000	
				To	SR 40												
670	0.80	20	R	From	19-617						NA			NA		03/16/2000	
				To	Dead End												
671	1.88	160	G	From	93%	1%	4%	1%	1%	0%	C	0.121	F	0.714	160	G	2002
				To	19-660												
671	1.10	46	G	From	93%	1%	4%	1%	1%	0%	F	0.17	F	0.6	46	G	2002
				To	19-659												
671	4.92	200	G	From	93%	1%	4%	1%	1%	0%	F	0.114	F	0.536	200	G	2002
				To	73-667; 73-671												
672	2.10	630	R	From	19-678						NA			NA		03/27/2000	
				To	19-693												
672	1.60	180	G	From	93%	2%	2%	2%	1%	1%	C	0.138	F	0.539	170	G	2002
				To	SR 40 WEST												
672	1.30	470	G	From	93%	2%	2%	2%	1%	1%	F	0.095	F	0.667	460	G	2002
				To	19-681												
672	7.30	260	G	From	93%	2%	2%	2%	1%	1%	F	0.092	F	0.621	260	G	2002
				To	19-727												
672	1.20	120	R	From	19-727						NA			NA		1997	
				To	19-615												
673	0.50	60	R	From	Dead End						NA			NA		03/06/2000	
				To	19-617												
674	1.30	130	R	From	19-672						NA			NA		03/06/2000	
				To	SR 40												

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Charlotte County																
(675)	0.87	330	R	From:	19-617						NA			NA		07/17/2000
				To:	19-676											
(675)	0.80	410	R	From:							NA			NA		07/17/2000
				To:	SCL Phenix											
Town of Phenix																
(675)	0.60	410	R	From:	SCL Phenix						NA			NA		07/17/2000
				To:	SR 40; 19-1001											
Charlotte County																
(676)	1.10	100	R	From:	19-675						NA			NA		07/17/2000
				To:	Dead End											
				From:	Dead End											
(677)	1.10	190	R	To:	19-619						NA			NA		08/28/2000
				From:	Dead End											
(678)	0.45	110	R	To:	19-649 SOUTH						NA			NA		1997
				From:	19-649 NORTH											
(678)	1.20	280	R								NA			NA		1997
				To:	19-724											
(678)	0.80	420	R	From:							NA			NA		1997
				To:	19-619											
(678)	0.60	360	G	96%	1%	1%	1%	1%	0%	C	0.092	F	0.543	350	G	2002
				To:	19-672											
(678)	3.10	480	G	96%	1%	1%	1%	1%	0%	F	0.095	F	0.667	470	G	2002
				To:	SR 40											
				From:	19-634											
(679)	2.80	90	R	To:	19-606						NA			NA		1997
				From:	US 15 BUS											
(680)	1.41	260	R	To:	19-652						NA			NA		1997
				From:	19-672											
(681)	1.30	120	R	To:	Dead End						NA			NA		03/08/2000
				From:	19-649											
(682)	0.10	440	R	To:	SR 40						NA			NA		1997
				From:	19-686											
(683)	0.25	160	R	To:	Mecklenburg County Line						NA			NA		1997
				From:	US 15											
(684)	1.70	120	R	To:	19-603						NA			NA		1997
				From:	19-608											
(685)	0.50	70	R	To:	US 360 WEST						NA			NA		07/17/2000
				From:	US 360 EAST											
(685)	0.65	20	R	To:	19-607						NA			NA		07/17/2000
				From:	19-602; 19-609											
(686)	0.40	210	R								NA			NA		07/17/2000
				To:	19-683											
(686)	0.80	120	R	From:							NA			NA		07/17/2000
				To:	19-607											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Charlotte County																
(687)	1.00	140	R	From	Dead End						NA			NA		11/01/2000
				To	19-630											
(687)	0.20	70	R	From							NA			NA		11/01/2000
				To	Dead End											
				From	Dead End											
(688)	0.52	120	R								NA			NA		10/24/2000
				To	19-754											
(688)	0.38	270	R	From							NA			NA		1997
				To	WCL KEYSVILLE											
Town of Keysville																
				From	WCL KEYSVILLE											
(688)	0.07	330	R								NA			NA		1997
				To	SR 40											
Charlotte County																
				From	SR 47											
(689)	0.60	30	R								NA			NA		04/11/2000
				To	19-649											
				From	Dead End											
(690)	0.50	40	R								NA			NA		07/17/2000
				To	0.50 ME Dead End											
(690)	0.03	60	R	From							NA			NA		1997
				To	US 15											
				From	19-638											
(691)	1.20	70	R								NA			NA		04/06/2000
				To	19-701											
(691)	3.00	130	R	From							NA			NA		1997
				To	Prince Edward County Line											
Prince Edward County																
				From	Charlotte County Line											
(691)	0.10	130	N								NA			0	N	1997
				To	SR 47											
Charlotte County																
				From	SR 47											
(692)	0.70	240	R								NA			NA		1997
				To	19-623											
				From	19-619											
(693)	2.80	180	R								NA			NA		1997
				To	19-672											
				From	19-672											
(694)	0.10	220	R								NA			NA		1997
				To	19-617											
				From	19-617											
(695)	2.80	70	R								NA			NA		03/06/2000
				To	19-727											
				From	19-665											
(696)	0.10	30	R								NA			NA		04/06/2000
				To	19-703											
(696)	0.15	20	R	From							NA			NA		04/06/2000
				To	SR 47											
				From	SR 47 SOUTH											
(697)	0.10	50	R								NA			NA		1998
				To	0.10 MN SR 47											
(697)	0.41	40	R	From							NA			NA		04/11/2000
				To	SR 47 NORTH											

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						2Axle	3+Axle	1Trail	2Trail							
Charlotte County																
698	0.90	60	R	From	Dead End						NA			NA		08/28/2000
				To	19-746											
699	0.80	100	R	From	Dead End						NA			NA		1997
				To	SR 47											
700	1.40	190	R	From	Dead End						NA			NA		03/27/2000
				To	19-727											
701	1.55	160	R	From	19-615						NA			NA		04/06/2000
				To	19-736											
701	1.35	70	R	From	19-736						NA			NA		04/06/2000
				To	19-691											
702	0.50	47	R	From	19-633						NA			NA		03/28/2000
				To	Dead End											
703	0.70	30	R	From	Dead End						NA			NA		04/06/2000
				To	19-696											
704	0.57	20	R	From	19-727 SOUTH						NA			NA		03/13/2000
				To	19-727 NORTH											
705	0.50	110	R	From	Dead End						NA			NA		03/21/2000
				To	SR 92											
706	0.60	50	R	From	SR 40						NA			NA		03/13/2000
				To	19-669											
707	0.72	60	R	From	19-671 WEST						NA			NA		10/23/2000
				To	0.72 ME 19-671											
707	1.48	120	R	From	19-760						NA			NA		1997
				To	73-671											
708	0.60	60	R	From	Dead End						NA			NA		03/08/2000
				To	19-672											
Town of Charlotte C.H.																
709	0.48	1200	G	95%	0%	2%	1%	2%	0%	C	0.099	F	0.517	1200	G	2002
				To	NCL CHARLOTTE CH											
Charlotte County																
709	0.92	740	G	95%	0%	2%	1%	2%	0%	F	0.098	F	0.571	740	G	2002
				To	19-604											
709	1.33	260	R	From	SR 40						NA			NA		09/20/2000
				To	SR 47											
710	1.35	120	R	From	1.35 ME SR 47						NA			NA		1997
				To	US 15											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
2Axle 3+Axle 1Trail 2Trail																
Charlotte County																
711	1.00	80	R	From	Dead End						NA			NA		03/06/2000
				To	19-617											
Town of Keysville																
712	1.02	340	R	From	US 15 BUS						NA			NA		1997
				To	NCL KEYSVILLE											
Charlotte County																
712	1.22	210	R	From	NCL KEYSVILLE						NA			NA		1997
				To	Lunenburg County Line											
712	0.65	170	R	From							NA			NA		1997
				To	Lunenburg County Line											
712	1.59	290	R	From							NA			NA		1997
				To	US 15 US 360											
713	0.35	130	R	From	19-606						NA			NA		1997
				To	19-730											
713	1.20	230	R	From							NA			NA		1997
				To	SR 47											
Town of Keysville																
714	0.10	450	R	From	19-712						NA			NA		1997
				To	19-716											
714	0.02	180	R	From							NA			NA		1997
				To	Dead End											
715	0.06	20	R	From	Dead End						NA			NA		06/20/2000
				To	19-757											
715	0.07	690	R	From							NA			NA		06/20/2000
				To	US 15 BUS											
716	0.35	440	R	From	19-714						NA			NA		10/26/2000
				To	19-712											
716	0.20	230	R	From							NA			NA		10/26/2000
				To	Dead End											
Charlotte County																
717	0.45	60	R	From	Dead End						NA			NA		07/17/2000
				To	19-360											
Town of Keysville																
718	0.08	690	R	From	US 15 BUS						NA			NA		10/23/2000
				To	19-712											
Charlotte County																
719	0.50	100	R	From	19-674						NA			NA		03/08/2000
				To	Dead End											
720	0.65	60	R	From	Dead End						NA			NA		04/11/2000
				To	19-615											
721	0.80	70	R	From	19-666						NA			NA		03/06/2000
				To	Dead End											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Keyesville																
722	0.07	180	R	From:	Dead End						NA			NA		06/20/2000
				To:	19-757											
722	0.05	820	R	From:							NA			NA		06/20/2000
				To:	US 15 BUS											
Charlotte County																
723	1.00	60	R	From:	19-678						NA			NA		03/08/2000
				To:	Dead End											
724	1.00	90	R	From:	19-678						NA			NA		03/08/2000
				To:	Dead End											
725	0.13	70	R	From:	06-725; 19-638						NA			NA		10/26/2000
				To:	SR 47; PR EDWARD CL											
726	1.80	90	R	From:	US 15						NA			NA		03/21/2000
				To:	19-608											
Town of Phenix																
727	0.28	1400	G	93%	0%	2%	1%	4%	0%	F	0.113	F	0.515	1400	G	2002
				To:	NCL Phenix											
Charlotte County																
727	4.02	1400	N	93%	0%	2%	1%	4%	0%	N	0.113	N	0.515	1400	N	2002
				To:	19-783											
727	4.03	780	G	93%	0%	2%	1%	4%	0%	F	0.087	F	0.696	770	G	2002
				To:	19-672 SOUTH											
727	1.37	1100	G	93%	0%	2%	1%	4%	0%	F	0.087	F	0.714	1100	G	2002
				To:	19-615											
727	0.94	1600	G	93%	0%	2%	1%	4%	0%	C	0.089	F	0.659	1600	G	2002
				To:	Appomattox County Line											
728	0.45	60	R	From:	19-650						NA			NA		09/20/2000
				To:	Dead End											
729	0.60	70	R	From:	Dead End						NA			NA		03/27/2000
				To:	19-672											
730	0.15	160	R	From:	19-713						NA			NA		1997
				To:	US 15											
730	0.04	110	R	From:							NA			NA		1997
				To:	19-763											
730	1.21	49	R	From:							NA			NA		11/01/2000
				To:	Dead End											
Town of Keyesville																
731	0.07	120	G	91%	0%	5%	0%	3%	0%	C	0.118	F	0.867	120	G	2002
				To:	US 15 BUS; SR 40											
Charlotte County																
732	0.75	60	R	From:	Dead End						NA			NA		03/06/2000
				To:	19-666											
733	0.58	30	R	From:	Dead End						NA			NA		04/11/2000
				To:	19-664											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Charlotte County																
734	0.80	60	R	From:	19-617						NA			NA		03/06/2000
				To:	Dead End											
Town of Keysville																
735	0.08	80	R	From:	US 15 BUS						NA			NA		1997
				To:	19-789											
735	0.02	40	R	From:	19-789						NA			NA		1997
				To:	Dead End											
Charlotte County																
736	0.90	80	R	From:	19-701						NA			NA		04/06/2000
				To:	Dead End											
737	0.30	80	R	From:	Dead End						NA			NA		11/08/2000
				To:	19-612											
738	0.22	40	R	From:	SR 47						NA			NA		09/20/2000
				To:	SR 47											
Town of Keysville																
739	0.12	200	R	From:	SR 59						NA			NA		10/30/2000
				To:	19-765											
Charlotte County																
740	0.33	90	R	From:	SR 47						NA			NA		10/31/2000
				To:	SR 47											
741	0.25	70	R	From:	19-612						NA			NA		10/18/2000
				To:	Dead End											
742	0.55	60	R	From:	Dead End						NA			NA		10/23/2000
				To:	19-654											
743	0.50	170	R	From:	Dead End						NA			NA		09/20/2000
				To:	SR 40											
744	0.55	90	R	From:	19-603						NA			NA		11/01/2000
				To:	Mecklenburg County Line											
745	0.20	100	R	From:	Dead End						NA			NA		10/30/2000
				To:	19-622											
746	6.34	690	G	88%	1%	3%	1%	7%	0%	C	0.099	F	0.603	680	G	2002
				To:	19-642											
746	3.76	510	G	88%	1%	3%	1%	7%	0%	F	0.108	F	0.529	510	G	2002
				To:	19-649											
746	2.06	500	G	88%	1%	3%	1%	7%	0%	F	0.107	F	0.509	490	G	2002
				To:	SR 40											
747	0.80	80	R	From:	Dead End						NA			NA		03/08/2000
				To:	19-617											
748	0.35	30	R	From:	19-678						NA			NA		03/08/2000
				To:	Dead End											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Charlotte County																
749	0.25	40	R	From	19-654						NA			NA		10/23/2000
				To	Dead End											
750	1.10	60	R	From	Dead End						NA			NA		11/08/2000
				To	19-746											
751	0.90	90	R	From	Dead End						NA			NA		07/17/2000
				To	SR 40											
752	0.70	70	R	From	Dead End						NA			NA		1997
				To	SR 47											
753	0.30	20	R	From	19-801						NA			NA		04/05/2000
				To	Dead End											
754	0.40	70	R	From	Dead End						NA			NA		10/24/2000
				To	19-688											
755	0.15	40	R	From	SR 40						NA			NA		10/30/2000
				To	Dead End											
756	1.80	130	R	From	Campbell County Line						NA			NA		1997
				To	19-672											
Town of Keysville																
757	0.03	330	R	From	19-765						NA			NA		1997
				To	19-772 EAST											
757	0.42	460	G	94%	0%	2%	0%	3%	0%	C	0.109	F	0.62	460	G	2002
				To	19-731											
757	0.14	180	R	From	19-722						NA			NA		1997
				To	19-722											
758	0.11	40	G	From	Dead End						0.166	F	0.857	40	G	2002
				To	19-757											
758	0.09	160	G	From	19-757						0.152	F	0.542	160	G	2002
				To	US 15 BUS											
758	0.09	610	R	From	19-712						NA			NA		1997
				To	19-712											
Charlotte County																
759	0.12	260	R	From	19-637 EAST						NA			NA		10/18/2000
				To	19-612; 19-637 WEST											
760	0.18	47	R	From	Dead End						NA			NA		10/23/2000
				To	19-707											
761	0.85	40	R	From	Dead End						NA			NA		10/18/2000
				To	19-637											
762	3.25	90	R	From	19-617						NA			NA		03/27/2000
				To	19-672											
763	0.70	70	R	From	Dead End						NA			NA		1997
				To	19-730											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Charlotte County																
764	0.45	60	R	From:	Dead End						NA			NA		07/17/2000
				To:	SR 92											
Town of Keysville																
765	0.05	250	R	From:	19-795						NA			NA		10/26/2000
				To:	SR 59											
765	0.15	290	G	95%	0%	2%	2%	1%	0%	F	0.150	F	0.674	290	G	2002
				From:	19-757											
765	0.15	180	G	95%	0%	2%	2%	1%	0%	C	0.13	F	0.5	180	G	2002
				From:	US 15 BUS; SR 40											
Charlotte County																
766	0.40	30	R	From:	Dead End						NA			NA		03/06/2000
				To:	19-672											
767	0.02	NA		From:	Dead End						NA			NA		
				To:	19-642											
768	0.02	NA		From:	Dead End						NA			NA		
				To:	19-642											
Town of Keysville																
769	0.23	90	R	From:	US 15 BUS						NA			NA		07/17/2000
				To:	Dead End											
Charlotte County																
770	0.35	100	R	From:	Dead End						NA			NA		03/13/2000
				To:	19-649											
Town of Keysville																
771	0.10	80	R	From:	19-716						NA			NA		10/26/2000
				To:	19-796											
771	0.10	20	R	From:							NA			NA		10/26/2000
				To:	Dead End											
Charlotte County																
772	0.05	120	G	96%	0%	2%	1%	1%	0%	F	0.112	F	0.556	120	G	2002
				From:	SR 59											
772	1.59	450	G	96%	0%	2%	1%	1%	0%	F	0.082	F	0.557	450	G	2002
				From:	19-778											
				To:	SCL Keysville											
Town of Keysville																
772	0.38	450	N	96%	0%	2%	1%	1%	0%	N	0.082	N	0.557	450	N	2002
				From:	SCL Keysville											
772	0.10	590	G	96%	0%	2%	1%	1%	0%	C	0.098	F	0.567	580	G	2002
				From:	19-757 WEST											
				To:	US 15 BUS											
773	0.05	170	R	From:	19-774						NA			NA		10/30/2000
				To:	SR 59											
774	0.16	60	R	From:	Dead End						NA			NA		10/30/2000
				To:	19-773											
Charlotte County																
775	0.25	90	R	From:	Dead End						NA			NA		09/20/2000
				To:	19-709											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
2Axle 3+Axle 1Trail 2Trail																
Charlotte County																
775	0.45	60	R	From:	19-709						NA			NA		09/20/2000
				To:	Dead End											
Town of Keyesville																
776	0.04	230	R	From:	SR 59						NA			NA		10/26/2000
				To:	19-772											
Charlotte County																
777	0.45	30	R	From:	Dead End						NA			NA		08/28/2000
				To:	19-746											
778	0.50	70	R	From:	Dead End						NA			NA		10/30/2000
				To:	19-772											
779	0.40	80	R	From:	Dead End						NA			NA		11/08/2000
				To:	19-746											
780	0.20	50	R	From:	Dead End						NA			NA		10/24/2000
				To:	19-654											
Town of Keyesville																
781	0.09	40	R	From:	Dead End						NA			NA		10/30/2000
				To:	SR 40											
Charlotte County																
782	0.63	90	R	From:	Dead End						NA			NA		1997
				To:	SR 40											
783	0.30	60	R	From:	Dead End						NA			NA		03/06/2000
				To:	19-727											
784	0.90	140	R	From:	Dead End						NA			NA		10/31/2000
				To:	19-613											
785	0.75	60	R	From:	Dead End						NA			NA		03/08/2000
				To:	19-672											
786	0.60	210	R	From:	Dead End						NA			NA		08/30/2000
				To:	19-645											
Town of Keyesville																
787	0.09	130	R	From:	19-716						NA			NA		10/26/2000
				To:	19-796											
787	0.05	2	R	From:							NA			NA		1996
				To:	Dead End											
Charlotte County																
788	0.40	60	R	From:	SR 47						NA			NA		10/31/2000
				To:	Dead End											
Town of Keyesville																
789	0.06	70	R	From:	Dead End						NA			NA		10/23/2000
				To:	19-735											
Charlotte County																
790	0.50	60	R	From:	Dead End						NA			NA		10/09/2001
				To:	19-678											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
2Axle 3+Axle 1Trail 2Trail																
Charlotte County																
791	0.22	50	R	From:	SR 59						NA			NA		08/30/2000
				To:	Dead End											
792	0.60	70	R	From:	Dead End						NA			NA		03/08/2000
				To:	19-672											
793	0.70	80	R	From:	Dead End						NA			NA		04/06/2000
				To:	SR 47											
794	0.40	40	R	From:	Dead End						NA			NA		04/11/2000
				To:	19-649											
Town of Keysville																
795	0.08	70	R	From:	Dead End						NA			NA		10/26/2000
				To:	19-765											
796	0.08	40	R	From:	US 15 BUS						NA			NA		1997
				To:	19-787											
796	0.12	60	R	From:							NA			NA		1997
				To:	19-771											
Charlotte County																
797	0.20	80	R	From:	US 360						NA			NA		1997
				To:	Dead End											
798	0.10	90	R	From:	19-606						NA			NA		1997
				To:	Dead End											
799	0.41	110	R	From:	Dead End						NA			NA		10/30/2000
				To:	19-623											
800	0.30	40	R	From:	Dead End						NA			NA		1997
				To:	73-664; PR ED CL											
800	0.44	150	R	From:							NA			NA		1997
				To:	19-671											
801	0.08	20	R	From:	Dead End						NA			NA		04/05/2000
				To:	19-753											
801	0.67	60	R	From:							NA			NA		04/05/2000
				To:	Campbell County Line											
802	0.19	NA		From:	19-699						NA			NA		
				To:	Dead End											
805	0.21	50	R	From:	Dead End						NA			NA		11/01/2000
				To:	19-606											
810	0.50	80	R	From:	Dead End						NA			NA		03/21/2000
				To:	19-608											
820	0.34	70	R	From:	US 15						NA			NA		10/23/2000
				To:	Dead End											
Town of Keysville																
823	0.10	NA		From:	C6US-00015(B)/						NA			NA		
				To:	19-00824(R)/											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
2Axle 3+Axle 1Trail 2Trail																
Town of Keysville																
824	0.15	NA		From:	Dead End/						NA			NA		
				To:	19-00823(L)/											
825	0.35	60	R	From:	19-826						NA			NA		10/30/2000
				To:	SR 59											
Charlotte County																
826	0.04	40	R	From:	19-825						NA			NA		1997
				To:	WCL KEYSVILLE											
Town of Keysville																
826	0.10	90	R	From:	WCL KEYSVILLE						NA			NA		10/30/2000
				To:	SR 59											
Charlotte County																
830	0.30	30	R	From:	19-645						NA			NA		10/11/2000
				To:	Dead End											
Town of Phenix																
1001	0.43	90	R	From:	Dead End						NA			NA		1997
				To:	19-1007											
1001	0.07	310	R	From:							NA			NA		1997
				To:	SR 40; 19-675											
1002	0.14	220	R	From:	SR 40; 19-675						NA			NA		1997
				To:	19-1005											
1003	0.07	70	R	From:	SR 40						NA			NA		1997
				To:	19-1004											
1003	0.07	110	R	From:							NA			NA		1997
				To:	19-1005											
1003	0.06	30	R	From:							NA			NA		03/13/2000
				To:	19-1006											
1004	0.23	80	R	From:	Dead End						NA			NA		1997
				To:	19-727											
1004	0.09	60	R	From:							NA			NA		1997
				To:	19-1003											
1004	0.08	20	R	From:							NA			NA		1997
				To:	19-1013											
1005	0.09	80	R	From:	Dead End						NA			NA		1997
				To:	19-1002											
1005	0.09	180	R	From:							NA			NA		1997
				To:	19-727											
1005	0.16	80	R	From:							NA			NA		1997
				To:	Dead End											
1006	0.15	30	R	From:	Dead End						NA			NA		03/13/2000
				To:	0.15 ME Dead End											
1006	0.21	80	R	From:							NA			NA		1997
				To:	19-727 Gap Terminus											
1006	0.04	30	R	From:	Dead End; Gap Terminus						NA			NA		03/13/2000
				To:	19-1003											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Phenix																
1007	0.09	60	R	From	19-1001						NA			NA		1997
				To	19-1008											
1008	0.07	200	R	From	19-1007						NA			NA		1997
				To	SR 40; 19-727											
1009	0.05	30	R	From	Dead End						NA			NA		03/13/2000
				To	19-675											
1010	0.05	20	R	From	Dead End						NA			NA		1997
				To	0.05 ME Dead End											
1010	0.19	70	R	From							NA			NA		1997
				To	19-727											
1011	0.07	60	R	From	19-675						NA			NA		1997
				To	SR 40											
1011	0.07	60	R	From							NA			NA		1997
				To	19-1004											
1012	0.05	50	R	From	SR 40						NA			NA		1997
				To	19-1013											
1013	0.06	20	R	From	19-1012						NA			NA		03/13/2000
				To	19-1004											
Town of Charlotte C.H.																
1101	0.34	100	R	From	Dead End						NA			NA		08/30/2000
				To	SR 47											
1102	0.11	46	R	From	SR 47						NA			NA		1997
				To	Dead End											
1103	0.56	330	R	From	SR 47						NA			NA		1997
				To	SR 40											
1104	0.19	90	R	From	Dead End						NA			NA		1997
				To	19-709											
1105	0.06	NA		From	19-1103						NA			NA		
				To	Dead End											
1106	0.50	270	R	From	Dead End						NA			NA		08/30/2000
				To	19-645											
1107	0.09	120	R	From	SR 40						NA			NA		1997
				To	19-1103											
1108	0.19	80	R	From	Dead End						NA			NA		08/30/2000
				To	SR 40											
1109	0.25	100	R	From	19-709						NA			NA		1997
				To	Dead End											
1110	0.15	80	R	From	Dead End						NA			NA		1997
				To	SR 47											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
2Axle 3+Axle 1Trail 2Trail																
<b><u>Town of Charlotte C.H.</u></b>																
(1111)	0.65	640	R	From:	SR 40						NA			NA		1997
				To:	SR 47											
(1113)	0.25	250	R	From:	Dead End						NA			NA		08/30/2000
				To:	19-1111											
(1114)	0.22	240	R	From:	19-1111						NA			NA		08/30/2000
				To:	19-1111											
<b><u>Town of Drakes Branch</u></b>																
(1201)	0.12	150	R	From:	Dead End						NA			NA		08/30/2000
				To:	19-619											
(1202)	0.20	240	R	From:	SR 47						NA			NA		08/30/2000
				To:	Dead End											
(1203)	0.03	540	R	From:	19-619						NA			NA		10/31/2000
				To:	SR 47											
(1204)	0.24	310	R	From:	19-619						NA			NA		10/31/2000
				To:	SR 47											
(1205)	0.25	160	R	From:	SR 47						NA			NA		07/10/2000
				To:	0.25 ME SR 47											
(1205)	0.25	40	R	From:	0.25 ME SR 47						NA			NA		07/10/2000
				To:	Dead End											
(1206)	0.25	210	R	From:	SR 47						NA			NA		10/31/2000
				To:	Dead End											
(1207)	0.21	180	R	From:	19-619						NA			NA		10/31/2000
				To:	19-637											
(1208)	0.06	40	R	From:	Dead End						NA			NA		08/30/2000
				To:	19-619											
(1209)	0.16	80	R	From:	Cul-de-Sac						NA			NA		08/30/2000
				To:	19-623											
(1210)	0.15	30	R	From:	Dead End						NA			NA		10/11/2000
				To:	19-1212											
(1210)	0.01	330	R	From:	19-1212						NA			NA		10/11/2000
				To:	SR 47											
(1211)	0.06	40	R	From:	Dead End						NA			NA		08/30/2000
				To:	19-623											
(1212)	0.12	220	R	From:	19-1210						NA			NA		10/11/2000
				To:	Dead End											
(1213)	0.06	90	R	From:	Dead End						NA			NA		10/11/2000
				To:	SR 47											
<b><u>Charlotte County</u></b>																
(9091)	0.23	100	R	From:	19-654						NA			NA		04/04/2000
				To:	EUREKA ELEM SCH											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Charlotte County																
(9092)	0.06	NA				From: US 15					NA			NA		
						To: Cul-de-Sac										
Town of Charlotte C.H.																
(9093)	0.08	730	R			From: 19-645					NA			NA		04/04/2000
						To: Dead End										
Charlotte County																
(9477)	0.06	140	R			From: Dead End					NA			NA		04/05/2000
						To: SR 40										
Town of Charlotte C.H.																
(9504)	0.03	NA				From: SR 47					NA			NA		
						To: CENTRAL HIGH SCHOOL										
Town of Phenix																
(9729)	0.09	200	R			From: 19-727					NA			NA		04/04/2000
						To: Dead End										
Charlotte County																
(9730)	0.09	190	R			From: 19-606					NA			NA		04/04/2000
						To: BACON ELEM SCH										